

XVI. NATIONAL TRAILS SYSTEM

1. Ala Kahakai (Study)

106 STAT. 2273

PUBLIC LAW 102-461—OCT. 23, 1992

Public Law 102-461
102d Congress

An Act

Oct. 23, 1992
[H.R. 6184]

To amend the National Trails System Act to designate the American Discovery Trail for study to determine the feasibility and desirability of its designation as a national trail.

Conservation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

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SEC. 2. DESIGNATION OF ALA KAHAKAI TRAIL AS A STUDY TRAIL.

Section 5(c) of the National Trails System Act (16 U.S.C. 1244(c)) is further amended by adding at the end the following new paragraph:

“(35) Ala Kahakai Trail in the State of Hawaii, an ancient Hawaiian trail on the Island of Hawaii extending from the northern tip of the Island of Hawaii approximately 175 miles along the western and southern coasts to the northern boundary of Hawaii Volcanoes National Park.”.

Approved October 23, 1992.

LEGISLATIVE HISTORY—H.R. 6184:
CONGRESSIONAL RECORD, Vol. 138 (1992):
Oct. 5, considered and passed House.
Oct. 8, considered and passed Senate.

2. American Discovery (Study)

PUBLIC LAW 102-461—OCT. 23, 1992

106 STAT. 2273

Public Law 102-461
102d Congress**An Act**

To amend the National Trails System Act to designate the American Discovery Trail for study to determine the feasibility and desirability of its designation as a national trail.

Oct. 23, 1992
[H.R. 6184]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Conservation.

SECTION 1. DESIGNATION OF AMERICAN DISCOVERY TRAIL AS A STUDY TRAIL.

Section 5(c) of the National Trails System Act (16 U.S.C. 1244(c)) is amended by adding at the end the following new paragraph:

“(34) American Discovery Trail, extending from Pt. Reyes, California, across the United States through Nevada, Utah, Colorado, Kansas, Nebraska, Missouri, Iowa, Illinois, Indiana, Ohio, West Virginia, Maryland, and the District of Columbia, to Cape Henlopen State Park, Delaware; to include in the central United States a northern route through Colorado, Nebraska, Iowa, Illinois, and Indiana and a southern route through Colorado, Kansas, Missouri, Illinois, and Indiana.”.

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Approved October 23, 1992.

LEGISLATIVE HISTORY—H.R. 6184:
CONGRESSIONAL RECORD, Vol. 138 (1992):
Oct. 5, considered and passed House.
Oct. 8, considered and passed Senate.

3. California and Pony Express

106 STAT. 845

PUBLIC LAW 102-328—AUG. 3, 1992

Public Law 102-328 102d Congress

An Act

Aug. 3, 1992
[H.R. 479]

To amend the National Trails System Act to designate the California National Historic Trail and Pony Express National Historic Trail as components of the National Trails System.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION OF TRAILS.

Section 5(a) of the National Trails System Act (16 U.S.C. 1244(a)) is amended by adding the following new paragraphs at the end thereof:

“() The California National Historic Trail, a route of approximately five thousand seven hundred miles, including all routes and cutoffs, extending from Independence and Saint Joseph, Missouri, and Council Bluffs, Iowa, to various points in California and Oregon, as generally described in the report of the Department of the Interior prepared pursuant to subsection (b) of this section entitled ‘California and Pony Express Trails, Eligibility/Feasibility Study/Environmental Assessment’ and dated September 1987. A map generally depicting the route shall be on file and available for public inspection in the Office of the National Park Service, Department of the Interior. The trail shall be administered by the Secretary of the Interior. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the United States for the California National Historic Trail except with the consent of the owner thereof.

“() The Pony Express National Historic Trail, a route of approximately one thousand nine hundred miles, including the original route and subsequent route changes, extending from Saint Joseph, Missouri, to Sacramento, California, as generally described in the report of the Department of the Interior prepared pursuant to subsection (b) of this section entitled ‘California and Pony Express Trails, Eligibility/Feasibility Study/Environmental Assessment’, and dated September 1987. A map generally depicting the route shall be on file and available for public inspection in the Office of the National Park Service, Department of the Interior. The trail shall be administered by the Secretary of the Interior. No lands or interests therein outside the exterior boundaries of any federally administered area may be acquired by the United States for the Pony Express National Historic Trail except with the consent of the owner thereof.”.

16 USC 1244
note.

SEC. 2. STUDY PROVISIONS.

The Secretary of the Interior (hereinafter referred to as the Secretary) shall undertake a study of the land and water route used to carry mail from Sacramento to San Francisco, California, to determine the feasibility and suitability of designation of such route as a component of the Pony Express National Historic Trail designated by section 1 of this Act. Upon completion of the study,

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106 STAT. 846

if the Secretary determines such route is a feasible and suitable addition to the Pony Express National Historic Trail, the Secretary shall designate the route as a component of the Pony Express National Historic Trail. The Secretary shall publish notice of such designation in the Federal Register and shall submit the study along with his findings to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate.

Approved August 3, 1992.

LEGISLATIVE HISTORY—H.R. 479:

HOUSE REPORTS: No. 102-48 (Comm. on Interior and Insular Affairs).

SENATE REPORTS: No. 102-319 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD:

Vol. 137 (1991): May 7, 8, considered and passed House.

Vol. 138 (1992): July 21, considered and passed Senate.

4. El Camino Real de Tierra Adentro (Study)

107 STAT. 1494

PUBLIC LAW 103-144—NOV. 17, 1993

Public Law 103-144 103d Congress

An Act

Nov. 17, 1993
[S. 836]

To amend the National Trails System Act to provide for a study of El Camino Real de Tierra Adentro (The Royal Road of the Interior Lands), and for other purposes.

El Camino Real
de Tierra
Adentro Study
Act of 1993.
16 USC 1241
note.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “El Camino Real de Tierra Adentro Study Act of 1993”.

SEC. 2. FINDINGS.

Congress finds that—

(1) El Camino Real de Tierra Adentro was the primary route for nearly 300 years that was used by clergy, colonists, soldiers, Indians, officials, and trade caravans between Mexico and New Mexico;

(2) from the Spanish colonial period (1598–1821), through the Mexican national period (1821–1848), and through part of the United States Territorial period (1840–1912), El Camino Real de Tierra Adentro extended 1,800 miles from Mexico City through Chihuahua City, El Paso del Norte, and on to Santa Fe in northern New Mexico;

(3) the road was the first to be developed by Europeans in what is now the United States and for a time was one of the longest roads in North America; and

(4) El Camino Real de Tierra Adentro, until the arrival of the railroad in the 1880's, witnessed and stimulated great multi-cultural exchanges and the evolution of nations, peoples, and cultures.

SEC. 3. DESIGNATION OF TRAIL.

Section 5(c) of the National Trails System Act (16 U.S.C. 1244(c)) is amended by adding at the end the following new paragraph:

“(36)(A) El Camino Real de Tierra Adentro, the approximately 1,800 mile route extending from Mexico City, Mexico, across the international border at El Paso, Texas, to Santa Fe, New Mexico.

“(B) The study shall—

“(i) examine changing routes within the general corridor;

“(ii) examine major connecting branch routes; and

“(iii) give due consideration to alternative name designations.

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107 STAT. 1495

“(C) The Secretary of the Interior is authorized to work in cooperation with the Government of Mexico (including, but not limited to providing technical assistance) to determine the suitability and feasibility of establishing an international historic route along the El Camino Real de Tierra Adentro.”.

Approved November 17, 1993.

LEGISLATIVE HISTORY—S. 836:

HOUSE REPORTS: No. 103-326 (Comm. on Natural Resources).

SENATE REPORTS: No. 103-93 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD, Vol. 139 (1993):

July 21, considered and passed Senate.

Nov. 8, considered and passed House.

5. El Camino Real Para Los Texas (Study)

107 STAT. 1496

PUBLIC LAW 103-145—NOV. 17, 1993

Public Law 103-145
103d Congress

An Act

Nov. 17, 1993
[S. 983]

To amend the National Trails System Act to direct the Secretary of the Interior to study the El Camino Real Para Los Texas for potential addition to the National Trails System, and for other purposes.

El Camino Real
Para Los Texas
Study Act of
1993.
16 USC 1241
note.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “El Camino Real Para Los Texas Study Act of 1993”.

SEC. 2. FINDINGS.

The Congress finds—

(1) El Camino Real Para Los Texas was the Spanish road established to connect a series of missions and posts extending from Monclova, Mexico to the mission and later Presidio Nuestra de Pilar de los Adaes which served as the Spanish capital of the province of Texas from 1722 to 1772;

(2) El Camino Real, over time, comprised an approximately 1,000-mile corridor of changing routes from Saltillo through Monclova and Guerrero, Mexico; San Antonio and Nacogdoches, Texas and then easterly to the vicinity of Los Adaes in present day Louisiana; and constituted the only major overland route from the Rio Grande to the Red River Valley during the Spanish Colonial Period;

(3) the seventeenth, eighteenth, and early nineteenth century rivalries among the European colonial powers of Spain, France, and England and after their independence, Mexico and the United States, for dominion over lands fronting the Gulf of Mexico were played out along the evolving travel routes across this immense area; and, as well, the future of several American Indian nations were tied to these larger forces and events;

(4) El Camino Real and the subsequent San Antonio Road witnessed a competition that helped determine the United States southern and western boundaries; and

(5) the San Antonio Road, like El Camino Real, was a series of routes established over the same corridor but was not necessarily the same as El Camino Real; and that from the 1830's, waves of American immigrants, many using the Natchez Trace, travelled west to Texas via the San Antonio Road, as did Native Americans attempting to relocate away from the pressures of European settlement.

PUBLIC LAW 103-145—NOV. 17, 1993

107 STAT. 1497

SEC. 3. STUDY OF TRAIL.

Section 5(c) of the National Trail System Act (16 U.S.C. 1244(c)) is amended by adding the following new paragraph at the end thereof:

“(36)(A) El Camino Real Para Los Texas, the approximate series of routes from Saltillo, Monclova, and Guerrero, Mexico across Texas through San Antonio and Nacogdoches, to the vicinity of Los Adaes, Louisiana, together with the evolving routes later known as the San Antonio Road.

“(B) The study shall—

“(i) examine the changing roads within the historic corridor;

“(ii) examine the major connecting branch routes;

“(iii) determine the individual or combined suitability and feasibility of routes for potential national historic trail designation;

“(iv) consider the preservation heritage plan developed by the Texas Department of Transportation entitled ‘A Texas Legacy: The Old San Antonio Road and the Caminos Reales’, dated January, 1991; and

“(v) make recommendations concerning the suitability and feasibility of establishing an international historical park where the trail crosses the United States-Mexico border at Maverick County, Texas, and Guerrero, Mexico.

“(C) The Secretary of the Interior is authorized to work in cooperation with the government of Mexico (including, but not limited to providing technical assistance) to determine the suitability and feasibility of establishing an international historic trail along the El Camino Real Para Los Texas.

“(D) The study shall be undertaken in consultation with the Louisiana Department of Transportation and Development and the Texas Department of Transportation.

“(E) The study shall consider alternative name designations for the trail.

“(F) The study shall be completed no later than two years after the date funds are made available for the study.”.

SEC. 4. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated such sums as are necessary to carry out this Act.

Approved November 17, 1993.

LEGISLATIVE HISTORY—S. 983:

HOUSE REPORTS: No. 103-327 (Comm. on Natural Resources).

SENATE REPORTS: No. 103-95 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD, Vol. 139 (1993):

July 21, considered and passed Senate.

Nov. 8, considered and passed House.